

# Hongkong Telegraph.



No. 3000

THURSDAY, NOVEMBER 19, 1891.

SIX DOLLARS  
PER QUARTER

## Banks.

THE NEW ORIENTAL BANK  
CORPORATION, LIMITED.

AUTHORISED CAPITAL ..... \$4,000,000  
PAID-UP CAPITAL ..... \$38,000

LONDON : Head, Office ..... 40, Threadneedle Street  
West End Office ..... 25, Cockspur Street.

BRANCHES IN INDIA, CHINA, JAPAN  
AND THE COLONIES.

THE BANK receives MONEY ON DEPOSIT;  
Buys and Sells Bills of EXCHANGE,  
Issues LETTERS OF CREDIT, forwards Bills for  
COLLECTION, and Transacts Banking and  
Agency Business generally, on terms to be had  
on application.

E. W. RUTTER,  
Manager.

THE NATIONAL BANK OF CHINA,  
LIMITED.

Authorized Capital ..... \$1,000,000  
Subscribed Capital ..... \$30,000

Head Office—Hongkong.

Court of Directors.  
D. G. M., Esq. Ch'ng Shang, Esq.  
Chan Kit Shan, Esq. W. Wong, Esq.  
C. J. Hart, Esq. Quan Ho Chuen, Esq.  
A. B. McKEAN, Acting Chief Manager.

ADVISORY COMMITTEE IN LONDON.  
THOMAS CARMICHAEL, Esq.—Messrs. Dent  
Palmer & Co.  
JOHN BUTTERY, Esq.—Messrs. John Butter &  
Co.  
C. B. STUART-WORTLEY, Esq., M.P., for Hallam.  
G. W. F. PLAYFAIR, Manager.

ADVISORY COMMITTEE, SHANGHAI:  
Hsu Fu-Yuen, Esq. Lim Kwai King, Esq.  
Ma Kie Tchong, Esq. Chu Ming Siang, Esq.  
Tong Kwei Sung, Esq.  
J. D. THORBURN, Manager pro tem.

THE Bank is now prepared to make advances  
on goods in neutral Godowns, and on  
other securities, at rates to be obtained on  
application.  
Also to receive Money on Current Account or  
Fixed Deposit.  
Interest for 12 months Fixed, 5 per cent.  
6 " 4 "  
CURRENT ACCOUNTS 3 "  
For rates of interest for other periods apply to  
the Manager.  
Hongkong, 30th October, 1891.

## Insurance.

THE STANDARD LIFE OFFICE OF 64 YEARS  
STANDING, AND ONE OF THE WEALTHIEST  
AND MOST PROGRESSIVE OF THE PROV-  
IDENT INSTITUTIONS OF THE UNITED  
KINGDOM.

THE Standard has a long record of good  
services to refer to; its Funds, annually  
increasing, amount to £7,000,000 Stg.; the  
Premiums are moderate; and all modern features  
consistent with safety have been adopted.

DODWELL, CARLILL & CO.,  
Agents, Hongkong.

SOUTH BRITISH FIRE AND MARINE  
INSURANCE COMPANY OF  
NEW ZEALAND.

THE Underwriters are prepared to accept  
FIRE and MARINE INSURANCES ON  
favourable terms.  
Current rates and a guaranteed Bonus equal  
to that paid by the local Offices.

GEORGE R. STEVENS & CO.,  
Agents.  
No. 2, Queen's Road, Hongkong.

Hongkong, 31st March, 1891.

## NOTICE.

THE MAN ON INSURANCE COMPANY  
LIMITED.

CAPITAL SUBSCRIBED ..... \$1,000,000.

The above Company is prepared to accept  
MARINE RISKS AT CURRENT RATES OF GOODS  
etc. Policies granted to all parts of the world  
payable at any of its Agencies.

WOO LIN YUEN,  
Secretary.

HEAD OFFICE,  
No. 2, QUEEN'S ROAD, WEST.  
Hongkong, 1st November, 1891.

## GENERAL NOTICE.

THE ON TAI INSURANCE COMPANY,  
(LIMITED).

CAPITAL, TAELS 600,000.  
EQUAL TO ..... \$35,000.  
RESERVE FUND ..... \$35,000.

BOARD OF DIRECTORS.  
LEE SING, Esq. LO YEEU Moon, Esq.

LOU TEE SHUM, Esq.

MANAGER—HO AMEI.

MARINE RISKS ON GOODS, etc., taken  
at CURRENT RATES in all parts of the  
world.

HEAD OFFICE, S. & O. PHAYA WEST.  
Hongkong, 1st December, 1891.

CHINA FIRE INSURANCE COMPANY,  
LIMITED.

ADJUSTMENT OF BONUS FOR THE  
YEAR 1890.

SHAREHOLDERS are hereby requested to  
send in to this Office a List of their  
Contributions of Premium for the year ending 31st  
December last, in order that the proportion of  
Profit for that year to be paid as Bonus to Con-  
tributors may be arranged. Returns not sent in  
before the 10th instant will be made up by the  
Company, and no subsequent claims or altera-  
tions will be allowed.

By Order of the Directors,  
JAS. B. COUGHLIN,  
Secretary.

Hongkong, 1st November, 1891.

## Intimations.

### FOR SALE.

### SADDLERY & STABLE REQUISITES

#### SADDLES, HARNESS

#### RIDING WHIPS, RIDING WHIPS.

#### SADDLE CLOTHS, WEIGHT CLOTHS, CLOTHING, SURCINGLES,

#### BRIDLES, RACING REINS, STIRRUP LEATHERS, STIRRUP WEB, GIRTHS, BITS, &c.

#### CURRY COMBS, NEAVE COMBS, HORSE, DANGY & SPOKE BRUSHES, BURNISHERS,

#### CHAMOISE LEATHERS, HARNESS OIL, HARNESS COMPOSITION, HARNESS POLISH,

#### SADDLE PASTE, BOOT-TOP FLUID, MELTONIAN CREAM,

#### RIDING AND JOCKEY BOOTS, BOOT-TOPS.

**J. E. CRAWFORD & CO.**

Hongkong, 10th November, 1891.

## Consignees.

### "SHIRE" LINE OF STEAMERS.

#### NOTICE TO CONSIGNEES.

#### S.S. "GLAMORGANSHIRE"

#### FROM HAMBURG, ANTWERP, LONDON

#### AND STRAITS.

#### CONSIGNEES of Cargo are hereby informed

that all Goods are being landed at the

Godown of the Godown of the Hongkong and

Kowloon Wharf and Godown Company, at

Kowloon, whence and/or from the wharves

delivery may be obtained.

Consignee's cargo will be forwarded unless

notice to the contrary be given before 5 p.m.

To-day.

No claims will be admitted after the Goods

have left the Godown, and all Goods remaining

undelivered after the 24th Inst. will be subject

to rent.

All claims against the Steamer must be pre-

sented to the Underwriter on or before the 24th

Inst., or they will not be recognized.

All broken, chipped, and damaged Goods are

to be left in the Godown, where they will be

examined on the 24th Inst., at 5 p.m.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

DODWELL, CARLILL & CO.

Agents.

Hongkong, 10th November, 1891.

## Shipping.

### STEAMERS.

#### "MOGUL" LINE OF STEAMERS.

#### TO SHANGHAI, KOBE & YOKOHAMA.

#### THE Steamship

#### "GHAZEE"

#### Leaves Scotland, will be despatched as above

or about FRIDAY, the 20th Inst.

For Freight or Passage, apply to

DODWELL, CARLILL & CO.

Agents.

Hongkong, 13th November, 1891.

PROPOSED SAILINGS FROM HONGKONG.

Oceanic ..... Tuesday 8th Dec.

Gaulo ..... Thursday 31st Dec.

Balclutha ..... Saturday 23rd Jan. 1892.

THE Steamship

"OCEANIC" will be

despatched for San Francisco, via

Yokohama, on TUESDAY, the 8th December,

at 5 P.M. Connection being made at Yokohama with Steamers from Shanghai and Japan Ports.

RATES OF PASSAGE

From Hongkong, First-class.

To San Francisco, Vancouver, Victoria,

Calcutta, Madras, New Calcutta, New

Westminster, Port Townsend, \$25.00

Seattle, Tacoma, Portland, O.

To Liverpool and London ..... 31.00

To Paris and Bremen ..... 34.00

To Havre and Hamburg ..... 35.00

Through Passage Tickets granted to Eng-

land, France, and Germany by all trans-Atlantic

lines of steamers.

Special rates (first-class only) are granted to

Missionaries, members of the Naval, Military,

Diplomatic, and Civil Service, to European

Officers in service of China and Japan, and to

Government officials.

Passengers by this line have the option of

proceeding Overland by the Southern Pacific

and Connecting Lines, Central Pacific, Northern

Pacific or Canadian Pacific Railways.

Return Tickets—First Class—Prepaid return

tickets to San Francisco will be issued at fol-

lowing rates:

1 month ..... \$337.50

12 months ..... \$393.75

Time is reckoned from date of issue to date of

re-embarkation at San Francisco.

Passenger, who have paid full fare, re-embark-

ing at San Francisco for China or Japan (or vice versa)

within one year will be allowed a

discount of 10 per cent. This allowance

not apply to through fares from China and

Japan to Europe.

All PARCEL PACKAGES should be marked to

address in full; and same will be received at

the Company's Office until FIVE P.M. the day

previous to sailing.

General Invoices to accompany Cargo des-

tinied to Points beyond San Francisco, in the

United States, should be sent to the Company's

Office, addressed to the Collector of Customs at San Francisco.

For further information as to Passage or

Freight, apply to the Agency of the Company,

No. 72, Queen's Road Central.

J. S. VAN BUREN, Agent.

Hongkong, 12th November, 1891

## Intimations.

DAKIN BROS. OF CHINA,  
LIMITED,  
CHEMISTS, &c.  
SELECTION FROM WINE & SPIRIT LIST.

CLARET per case of case of 12 qu. 24 pts.

VIN ORDINAIRE—An excellent light breakfast wine..... \$5.00

ST. GERMAIN—pure light wine, with a decided character..... \$6.00

ST. ESTEPHE—a light dinner wine..... \$6.00

ST. JULIEN—a good dinner wine with more body..... \$8.00

CHATEAU LIVRAN 1884..... \$12.00

BARTON LANGA.—A rare vintage claret, 1875..... \$14.00

S H E R R Y per case per bottle

VINO GENEROSO—a general round wine, red & white..... \$6.00 \$6.50

VINO DE PASTO—a medium dry wine with delicate flavour, red & white..... \$10.00 \$11.00

AMONTILLADO—a high class natural wine for connoisseurs of Sherry, yellow..... \$11.00

DELICIOSO—the very finest sherry procurable, 6 years in bottle..... \$14.00 \$15.00

No. 22 & 24, QUEEN'S ROAD CENTRAL, LONDON, HONGKONG AND AMOY.

A. S. WATSON & CO., LTD.

WE invite attention to our first supplies  
OF CONFECTIONERY AND

CHRISTMAS GOODS

RECEIVED BY THE LAST MAIL.

JORDAN ALMONDS, NOUGAT, BUTTER SCOTCH, ASSORTED TOFFEES, DRAEES, PRALINES, and a large selection of PURE CONFECTIONERY from the leading Manufacturers.

CADBURY'S SPECIAL CHOCOLATE CREAMES.

PINE, APRICOT, CHERRY, LIME, GUAVA, and other FRUIT JELLIES in great variety.

TOM SMITH'S CHRISTMAS CRACKERS.

COLOURED OPALS mounted in plush, representing favourite subjects.

A large assortment of ENGLISH and JAPANESE CHRISTMAS CARDS, of handsome and artistic designs, suitable to all tastes, and at moderate prices.

A. S. WATSON & CO., LTD.  
THE HONGKONG DISPENSARY,  
ESTABLISHED A.D. 1841.  
Hongkong, 1st November, 1891.

BIRTH.  
At Swallow, on the 14th November, 1891, the wife of J. T. LAUTS, of a daughter.

The Hongkong Telegraph.  
HONGKONG, THURSDAY, NOVEMBER 19, 1891.

Mr. EDWARD ROBINSON, barrister-at-law, was most unhappy in the reference he made yesterday in the Supreme Court, when addressing the jury in the ridiculous sewing cotton case, to "the poor, unfortunate German firm." The Germans in this British colony of Hongkong are neither poor nor unfortunate—the stream runs strongly in quite the opposite direction. We will prove this. Just two months ago (on Sept. 13th) a crowd of Germans, and others, desecrated the Sabbath day on board the steamer *Huangshan* in a pilgrimage to Cap-sui-moon and back, to celebrate the twenty-fifth anniversary of the establishment in this colony of a firm of German Jews—ARNHOLD KARBERG & Co. The one smudge which showed was the unfortunate fact that the name of the Hon. THOMAS H. WHARRETT, unofficial member of the Legislative Council, appeared prominently in the report of the "space," as published by the *Daily Press*. Mr. WHARRETT ought not to have been there, or his presence was an absolute necessity to give an air of respectability to an ordinary third-class German orgie—well, he should have kept his name

out of print. They manage these things much better in Kirkaldy. However, at this particular festivity, Mr. L. POESNECKER, a partner in ARNHOLD, KARBERG, & Co., one of the elect, a German Jew (which is the highest compliment we can pay him), a member of the Court of the Hongkong and Shanghai Bank, of the Board of the Hongkong and Whampoa Dock Company, etc., etc., took upon himself (which was a piece of consummate cheek that only a German Jew of the Poesnecker type could be guilty of), to propose the toast—"Prosperity to the colony" and in so doing, alluded "in complimentary terms to British rule in allowing foreigners of all nations to compete on equal terms with Englishmen in their own colony." Yes! Poesnecker did all that, and said what we have reproduced, and as he is a lady-killer of a sort—that sort which ought to be held up to the world's judgment—he wound up his inspired eloquence by proposing the healths of "all we love," no doubt referring to his own very pleasing reminiscences at the Mount Austin Hotel only a few short days before. The *Daily Press* report of this Sunday luncheon says nothing about the famous guns which this eminent German firm have been cuddling up for the past seven years, and which have appeared as a prominent factor in every contract for works of reform, waterworks, etc., etc., that has been presented to the Viceregal of Canton, for years past; perhaps Poesnecker forgot about the guns! perhaps he also forgot that he had ever heard of or known anything about the Mount Austin Hotel. His memory will be refreshed in plain English at the first public meeting of the Hongkong and Shanghai Bank, the Dock Company, or any other public enterprise in which the interests of this community are concerned and of which he is a paid director. It is a duty we owe to ourselves, to our readers, and even to those hopeless anchorites who never see the *Hongkong Telegraph*, to put a stop to a great many things which are only whispered about, and that in shady corners of the Club, verandah, and this is one of the series that we are ready to make a test case, if called upon.

We have said that Mr. POESNECKER referred in complimentary terms to British rule for allowing foreigners of all nations to compete on equal terms in a British colony with British subjects. And then he proposed "All we love." It is true, perfectly true, that in British colonies Germans and other foreigners enjoy equal privileges with Britons. Perhaps the advantage is on the side of the foreigner! But in this particular case of Mr. Poesnecker's jubilee—or something, after he had eloquently unbosomed himself as to British magnanimity and the virtues of "All we love," what actually took place, so we are credibly informed, was a deliberate conspiracy to "boycott" the *Hongkong Telegraph* in every German institution in the colony and in every place where German influence extended. And this has actually been tried and carried out; certain advertisements have been taken from this paper, underhand influences have been brought to bear on every side to crush the one independent journal in Hongkong, and of course they have failed. Truth will prevail. And when half a dozen of these enterprising conspirators look sadly at each other between the bars of the dock or the police court, they will be the case within the next fortnight, they will doubtless reflect on the facility with which bungling clowns can get into a hot corner and the difficulty of getting out.

And so we think that Mr. EDWARD ROBINSON was injudicious and ill-advised in the remarks he thought fit to make yesterday about the suppositious "poor unfortunate German firm." It is all the other way. Germans in Hongkong reap to the fullest extent the benefits of British enterprise, and the Poesnecker incident related above shows in what spirit these valuable concessions are received by our Teuton guests.

## TELEGRAMS.

ILLNESS OF PRINCE GEORGE.  
London, November 17th.  
Prince George of Wales is suffering from typhoid fever. The disease is following a normal course.

## LOCAL AND GENERAL.

WHEN some men pay the preacher they feel as though they were paying a gas bill.

The P. & O. S. N. Co.'s steamer *Bombay* left Singapore for this port at noon yesterday.

A widow is one who has lost her husband; a glass widow, one who has simply mislaid him.

Badleigh—What churches do you attend?  
Hadleigh—Only those, dear boy, that give communion wine.

INDISPENSABLE—"The jails ought to be abolished." "Why?" "They are the insects of the viles of criminals."

In his weather report to-day Dr. Dobreck states that "the barometer is still falling and gradients are rather steep for northerly winds."

We are advised by the Secretary of the Punjab Company of the receipt of a telegram from the mines advising the shipment of 1500 ounces gold.

"AND, mamma," sobbed the unhappy wife, "he threw his slippers across the room, and told me to go to the de-de-hoo hoo!" "Heddy, the brute! then you did right, my dear child, to come straight home to me," observed the mother.

"Our names are written in pencil in this marriage certificate," said Waldo Higgins of Boston, to his Chicago bride.

"Yes" she said, "that's a Chicago custom. They are easier rubbed out."

We read that the sugar beet roots throughout Europe are progressing fairly. The weight per acre in Germany will, it is believed, be only from 10 to 12 per cent short, but this may be offset by the increased area sown and the slightly better quality of the roots.

Mr. Berlin Beet—It is economical,大夫. I'm a married man.

Mr. H. K. Kidd—Supposing a jolly all-night spree costs you nothing?

Mr. B. S.—My boy, count me in every time, deo!

At the Club. Swell Broker—What's the difference, old chap, between a woman and a lady? I've heard, don't you know, but I can't remember. Amateur Historian—My deaf boy, a lady is a sort of a woman, we are acquainted with, while a woman is a sort of a lady other people are acquainted with.

We are requested to state that the Farewell Concert and Entertainment by the Band and Lorne Athlete Club of the A. and S. Highlanders for the benefit of the Soldiers and Sailors' Institute and Female Hospital has been postponed to Saturday the 26th inst., and will be under the patronage of His Excellency Major General Digby Barker, C.B.

A YANKEE has invented a labour-saving contrivance for mothers, being a self-rocking cradle, baby rocker, and clothes wringer in one. The baby rocker works like a paddle wheel, the base paddles do the spinning. As many as five babies can be spun at one time. All you have to do is to drop the baby in the slot and the machine does the rest.

ARELINA PATTI is reported to have taken very elaborate precautions against burglars in her Welsh castle. Unless a certain lever is raised it is impossible to open a window at night without causing the ringing of innumerable bells in the cottages of the gardeners and in the stables, while the same current of electricity releases a large dog from his kennel.

On the entire human race 300,000,000 are well clothed, that is, they wear garments of some kind; 250,000,000 habitually go naked, and 100,000,000 only cover parts of the body; 100,000,000 live in houses, 700,000,000 in huts and caves, and 250,000,000 virtually have no shelter. It is only fair to state that the *Hongkong Telegraph* accepts these figures on hearsay evidence. We never counted the habitually undressed ones.

COURTS IN THE HONGKONG POLICE COURTS to-day—Magistrate—What is this charge?

Prisoner—Abusive language, sir. Called me a dam Portuguese thief, sir!

Prisoner admits, and pleads justification.

Magistrate—You must apologise, and find security for good behaviour.

Prisoner—Yes, your Worship. I apologise. I was that he was, and I am sorry. Besides, he is not Portuguese. He is a Macaque.

THE GERMAN STEAMER *Triton* (Capt. F. Hegler) arrived here to-day from Saraburi with a cargo of sugar, in a pitiful plight. Two of her boats have been smashed to atoms and lots of damage has been done to the deck fittings by several tremendous seas which broke over her on the 16th inst., while battling through a terrific typhoon, the centre of which passed clean over her. It is supposed that her cargo is more or less damaged. This is owing to what Dr. Dobreck playfully announced as "a small but fierce typhoon."

WHAT IS THE PRICE OF BRICKS? A coolie was sent to prison by Mr. Wise to-day for a month for stealing 21 bricks, the property of Mr. Granville Sharp, valued at 20 cents, and another man who received 150 stolen bricks, valued at a dollar, without giving proper enquiry as to their origin, was sent to goal for three weeks. There seems to be some eccentricity about the sentence in the police court. But anyway, the *Telegraph* says, "Are these bricks of the *Victor Emmanuel*?" Will sooner collapse than they right themselves? Were they second-hand? And were they of handy size for throwing? Possibly the chink who took them had his eye on the Sanitary Board and its obnoxious boarding-house regulations.

AND SO WE THINK THAT MR. EDWARD ROBINSON WAS INJUDICIOUS AND ILL ADVISED IN THE REMARKS HE THOUGHT FIT TO MAKE YESTERDAY ABOUT THE SUPPOSITIOUS "POOR UNFORTUNATE GERMAN FIRM." IT IS ALL THE OTHER WAY. GERMANS IN HONGKONG REAP TO THE FULL EXTENT THE BENEFITS OF BRITISH ENTERPRISE, AND THE POESNECKER INCIDENT RELATED ABOVE SHOWS IN WHAT SPIRIT THESE VALUABLE CONCESSIONS ARE RECEIVED BY OUR TEUTON GUESTS.

TO-DAY'S SHIPPING RETURNS.

Arrived.

*Cornwall*, steamer, from Gulahow.

*Triton*, steamer, from Samarang.

*General Order*, steamer, from Yokohama.

*Kitan Yuan*, steamer, from P'choo & Swatow.

*Borneo*, steamer, from Holloway.

*Pakistan*, steamer, from Newchawng.

*Triumph*, steamer, from Apung & H'low.

Aggregating 8,240 tons, register.

Outward.

*Borneo*, steamer, for Kobe.

*Changhsing*, steamer, for Amoy.

*Wossing*, steamer, for Castries.

*Sirian*, steamer, for Swatow.

*Kitao*, steamer, for Phuket.

*Alvarez*, steamer, for Nagasaki.

*Takao*, steamer, for Shanghai.

*Chingtao*, steamer, for Port Darwin.

*Midland*, steamer, for Singapore.

*Starward*, steamer, for Amoy.

*Sea Song*, steamer, for Amoy.

Aggregating 12,000 tons, register.

All the vessels which arrived in port from the south to-day report having experienced very heavy weather consisting of strong N.E. gales accompanied with blinding rain squalls and tremendous cross-seas.

"PA, I have just heard that 'truth lies at the bottom of a well.'

"Well, what of it, Johnny?"

"If it lies anywhere, how can it be truth, pa?"

"I can't tell, Johnny."

And he couldn't. Can "Brownie" oblige?

THE Bishop of Exeter, with the whole of his family, arrived here to-day by the *General Order* from Yokohama.

"I'll go to him myself," cried the infuriated shopkeeper. "I'll see whether he won't pay his debts!" "I'll tell him he's a rascal, a swindler."

"Boss" remarked the more prudent son, grabbing his Pa by the coat tails, "don't you think it would be wiser to take that way to him through the telephone?"

A GERMAN law of compulsory insurance for seafarers has been in operation for six months, with results that are not regarded as satisfactory. The pensions provided for by the measure are not over \$10 a year, and in order to obtain them the seafarers must show that he paid insurance rates for thirty years at least. The old age pension does not begin before the man is seventy, and, as comparatively few laborers reach that age, the investment seems doubtful. If a man has been working for twenty-eight years and sets up in business, for himself his contributions and all rights to a pension are lost.

THE COMPANIES of the 1st A. & S. Highlanders who have proved victorious in the first round for the St. Andrew's Society Medals are "A." "D." "E." and "H." In the drawings for the Semi-final "D" and "E" and "A" and "H" have to play off. "D" and "E" will meet on Friday at the Happy Valley when the exciting match is expected. Teams:—"D" Company (Black, Red and White); "E" Company (Private Bell; Backs, Pcs. Nelson and Latting; Half-backs, Sergt. Morrison, Pte. Maxwell and Corp. Graham; Forwards, Ptes. Herbert, Bartley, McKinnon, O'Donnell and McLaren); "E" Company (Blue and White); "F" Company (Macintosh); Backs, Pte. Winter and Lee-Corp.; J. Ingalls; Half-backs, Ptes. Scullion, McCulloch and Kerr; Forwards, Ptes. Watson, Young, Thornton, W. Ingalls and Curtis; Referee, Doctor Atkinson.

WHAT IS THE MATTER WITH MR. E. J. ACKROYD? Early this year Mr. Justice Stephen was induced to retire from active service in England—but before retiring he had in many cases committed acts of injustice—acts of lunacy, in fact, and insanity which only by accident escaped the homicidal stage—which raised a storm of indignation and sympathy for the victims, and ended in his resignation. But it was already too late for formality who had come under his irresponsible jurisdiction. It was admitted, even by the Government, that Mr. Justice Stephen was old, and that his mind was not as evenly balanced as a Judge's should be, and that in fact he was simply a madman on the bench. But all the same, those whom he sent to gaol were kept there, and are still some of them. If he had hanged anybody, probably they would be dead now just as much. Now we have a parallel case in Hongkong. For instance, in the trial of an ordinary assault case at the November sessions (there was no dispute about facts), prosecutor and prisoner each spoke the truth, and each admitted that the other was vicious; the facts were two Sikhs were in a house, talking; the conversation grew heated, and as usual with angry Orientals, references were made to parentage, variations of the Darwinian theory, and so on. Then one of them threw his boot—a whole Sikh boot, all in one throw—and otherwise made a demonstration of force. The other man during the dispute had been pounding curvy stuff with a small beam, about three feet long and two or three inches in diameter, hard heavy wood, and when he was attacked this was in his hands. Naturally he swung it round to defend himself, and equally naturally the other fellow knew about it. To be exact, his head was badly smashed and he was in hospital for some time. Now Mr. Ackroyd gives this man two years' hard labour. The police state that he is a very quiet, submissive, obedient and useful servant, with an excellent record. The fault in him was that he was human and so he was sent for twenty-four months—all for an ordinary quarrel and a purely defensive act. The only way to defend himself was as he did it, and the stick was such a big and heavy one—and the other Sikh so frail in build, as Sikhs often are—that serious damage was done. And then Mr. Ackroyd gives him a manslaughter sentence. This is not

# THE HONGKONG TELEGRAPH, THURSDAY, NOVEMBER 19, 1891.

## THE CREDIT SYSTEM.

The credit system has been criticised by the British Consul in a very decided manner. He in his last report wrote:—"The unsoundness of the Bangkok credit system goes far to account for the unsatisfactory condition of the local trade. Large advances by Chinese capitalists to unsound traders have caused an unhealthy competition, and unlimited credit rashly allowed by certain European firms to Chinese retail traders and others has given rise to much uneasiness and general distrust. The claim was reached when a large European firm lately went into liquidation, revealing unsecured liabilities amounting in some cases from one debtor alone to \$50,000. But this catastrophe will at least serve to clear in some degree the commercial atmosphere." Since that report was written another European firm, McLean & Co., who did a "big thing" in teak logs, went under for some hundreds of thousands of dollars; but the affairs of the principal, John McLean, are now before the "bankrupt" division of H.R.M. Colonial Court we refrain from going into details. Suffice it to say that Mr. McLean seems to have borrowed (literally, received advances) considerable sums of money which he agreed to return to various parties together with interest at rates ranging from 15 to 35 per cent per annum. Some Royal Highnesses too, it appears have been "biten" by this young and enterprising "plunger." That the credit system is rotten to the core seems beyond dispute. The Bangkok Times in commenting on the trade of 1890 endorses the remarks of the British Consul, who pointed out that some sharp dealing in the way of purchases by Asiatic traders, and the old practice of holding up shaky businesses by borrowing from Peter to pay Paul" resulted in losses. The Consul remarked: "these practices are most injurious to commercial relations, but they have nevertheless prevailed, says the Times, for the last fifteen years in Java, the Straits Settlements, Hongkong and all over the Eastern division of the world's commerce, and we are of opinion that such conditions are less due to the dishonesty of the Asiatic traders than to the force of trade and other surrounding contingent circumstances. We have only to add that the mere fact that Brownhang himself is not justification for Jones, Robinson, or Bill Snuggets doing likewise. It must be clear to all but those whom it pays to be blind, that traders who borrow at exorbitant rates of interest and who ship, or are prone to ship, "plugged" teak logs and "go the pace" socially, are steering their way through the world on the lines laid down by an opulent London stock-haver, who, when asked by a novice for his advice as to how to amass a fortune replied: "young man, you must make money (that's what makes the mare go), make it honestly if you can, but make it anyhow. Make money, my boy, make it! Never mind who fails, should you alone succeed. Now go ahead!"

There is a branch of the Hongkong and Shanghai Bank established in Bangkok which under the able management of Mr. J. R. M. Smith appears to be making considerable headway. It transacts all banking business and issues Head notes, which are a great convenience. The Chartered Bank of India, Australia, and China, and the Chartered Mercantile Bank have agencies at Bangkok. The Banque de l'Indo-Chine is understood to be about to establish a branch of the Saigon institution in the capital of Siam at an early date.

It may be added, as regards shipping, that there are one or two small coasting steamers running down to the port of Chantaboon, near the Saphire and Rubies Company's estates, and other Gulf ports. A great deal of trouble, expense and delay is incurred by agents in the shipment of export cargo owing to the regular lines having to cross the bar, outward bound, when half loaded, and steam down the gulf some 50 miles to an island port, named Kobisai, where they take in the balance of their freight. The lighter coolies are a very unruly, impudent, over-bearing lot of ruffians who, knowing the ship's officers can get no police or anyone else to aid them in the matter of urging the "lumpers" to tranship the rice with all possible haste. Just about talk, smoke opium, and sleep off the last work when it's all done. The officers of the ships have on more than one occasion been brutally assaulted by these burly ruffians when they have gone down in the hold to show them how to stow the cargo to the best advantage from a shipowner's point of view. Most of them wisely let well alone and so long as the coolies don't expel their hotel-keepers from the quarter deck or in the saloon and don't enter into deadly combat (as they often do, however), with the sailors and officers, let them load the ship to accordance with the dictates of their own sweet will. This is a state of commercial affairs which would not be tolerated by any other than an indolent, corrupt, impotent Government which appears to have been "towed to port and been pandered to too long. Instead of living in a perfect paradise many of Siam's big-wigs appear to be flourishing in what we shall show later is a rogue's car-dine and *de facto*, the Monte Carlo of the Orient.

(To be continued.)

## A CHINSE STEP FORWARD.

A leaden sky dropping steady sprinklings of rain, and a seething wind with the biting breath of winter in it, a lofty iron-roofed shed, distinctly Western and factory-like, and striped awnings, of the brightest possible colours, aggressively Eastern; mandarins' red and gold *nan-chahs* or name-boards leaning against convenient fences; and their banners, in "property" like costumes composed chiefly of red, gold, and dirt, whirling away as best they may the interval of waiting for the Taotai; pretty officials, braids and white buttoned, standing about in scores and occasionally paying a visit to a table spread with light refreshments; grimy Cyclopes feeding an insatiable fury; dragon; the atmosphere tinged with smoke, and eyes and noses lighted up by the glare which issues from the mouth of the aforesaid fiery demon whenever he opens it to call for more food; from outside the house breaking of a little locomotive, strange sound in China! Such were the surroundings under which a few Europeans were privileged on Monday afternoon to witness one of those few but certain steps which the great Empire makes upon the path of modern civilisation. The step in question was not in itself a great one. It does not call for wild excitement. Fireworks will not ascend on account of it. It was simply that after some twenty years of buying from foreign countries, the Directors of the Klanguan Arsenal have decided to manufacture their own supply of that most important meal for their purposes; steel; and on Monday guests were invited to witness the first public trial of the new furnace which has been erected at the Arsenal. The event, as we have said, is not in itself of great importance, except to the foreign manufacturers and merchants, who have lost a good customer; but it shows that some people are not too ready to believe that, however fettered and restricted, there is a spirit of progress among Chinese officials; and that they are ready, in their own time and in their own way, to adopt western improvements. The present Directors, led by Mr. Liu Tejia, have shown considerable enterprise in embarking upon this undertaking, and the large outlay of money required. They have their reward in the fact that theirs is the first successful attempt to make steel in China's government establishment;

An examination of the new plant (which has been erected under the direction of Mr. Thomas Bunt, M.I.M.E., Superintending Engineer at the Arsenal) shows to consist of a colossus producer and a furnace capable of melting three tons of metal at a time. This, of course, is a small beginning; but when the Directors feel quite sure they are on the right track, there is nothing to prevent them from putting up a much larger furnace, sufficient to supply every ounce of steel that is needed. On this eleventh day of November in the year of grace one thousand eight hundred and ninety, one, then, the Directors of the Arsenal are in a position to make steel three tons at a time. To the inquiring mind, the next question that presents itself is, How? and in what manner? Which of the two names connected with steel Siemens and Bessemer, has the honour of leading the way in the Klanguan Arsenal? The answer is, Siemens. His process of converting rough iron into steel consists of melting pig-iron and scrap iron together and introducing quantities of a special kind of iron known as "Spanish ore." The result is a violent combustion which burns up all, or very nearly all, the carbon contained in the iron, and transforms that molten mass of steel. It is impossible to obtain sufficient heat to carry out this process otherwise than by first converting the cast iron and then heating it in the regenerative furnace which is the special feature of Sir William Siemens' invention. In this instant the Siemens process is preferred to the Bessemer, being easier and more economical to turn out uniform good steel such as is required for the purposes of a gun factory. The Bessemer process consists of passing through the white-hot iron a stream of cold air, which produces a combustion even more violent than in the other process. Mild steel such as is required for run-making, should contain very little carbon, 3% of per cent, being about the proportion needed; and in order to see how the process of eliminating carbon is going on, it is necessary to make frequent examinations. In the Bessemer system, a practised eye is required to examine the flame with a spectroscope; but even then, lots, or "charges," of metal from the same furnace are found to vary considerably. Siemens steel is tested by withdrawing small portions and treating them with nitric acid to ascertain the quality of carbon remaining; and this method is certainly more suitable for the Chinese workmen, who in the course of time may become sufficiently trained to work the furnace without direction. Whether they will emphasize the value of foreign supervision by allowing the whole concern to blow up some fine day remains to be seen. The process is, by the way, rapidly to wealth and honour. The average wage-earner, however deserving he may be, has no very bright prospect to cheer him on. The opportunities of lifting himself out of the ranks of wage-earners into a position of ease and possible leisure are of rare occurrence. As civilisation advances they become rarer—and the interest legitimately obtainable upon savings is all the while growing less. His chances depend upon his power of becoming possessed by some means of a lump sum of money. With that he may set himself up in business, he may find remunerative investments, he may, if the amount is large enough, bank it, and retire on the interest. The possibility of acquiring such a sum of money is the one thing that can remove the want, or the fear of want, that hangs like a shadow over his life. Accordingly some such idea, as a rule, becomes the object of his life. If he looks round to see by what means others have succeeded, he soon discovers that the slow plodding way is by no means the surest way. It is one way, but not an infallible way. To judge by averages, his chance is not even a strong one. So far as the attainment of this given object is concerned, he may put down the odds at about ten-to-one to one that his life is going to be a failure. The big fortunes he sees accumulated around him are mostly, in some way or other, the outcome of successful gambling, or of unloved usury, or both.

To gamble, then, is not necessarily to stake a modest certainty against a remote chance. It is chance against chance. We are now taking the business view (business views rule the churches and the world, and probably the next world) of the matter, and disregarding for a moment the moral side. The well-to-do men, as a rule, have not become by force of living the practice of the steady virtues. They have made their piles by lucky speculations, by unearned increments, by the prompt seizure of casual opportunities, by mercilessly using the power which circumstance has given them of appropriating the produce of other men's labour, the work of other men's brains. Even if they have stood steadily aloft from swamps on the Melbourne Cup, their accumulations represent many ventures which were none the less gambling, though they were not decided on the race-track. These undertakings are beyond the reach of the poorly-paid wage-slave. The means of gambling ready to his hands are the totaliser and the sweep. That he will lose is only one remove, from a dead certainty. Still, there is a chance for him—a poor and remote chance, but the one chance, he has of making his life something more than a ceaseless, weary grind. So he risks his coin, and if he loses, and loses again, he feels somehow that he did have a chance. We are not apologetic for the spread of gambling; we are not justifying it; we are merely accounting for it. Gambling is demolishing and debasing. But so, on the other hand, is extreme poverty; in its holes, ill-long oil. If the moral reformer can succeed in abolishing these last, he will not need any special legislation directed against the bookmaker or the "tote," except such legislation as is necessary to make these two machines guilty honest.

(Sydney Bulletin)

## REACTION IN FAVOR OF WOODEN SHIPS.

The largest wooden merchant ship ever built in the United States was recently launched from one of the ship-yards of Maine. It was not long ago that the theory of wood favor that the era of wooden ships was about to close. No more war-ships would be built of wood. The iron commercial ships of English build were successful competitors for the carrying trade. They have had the call for wheat charterers at this port. But as most of the wheat was shipped on English account, the ships of that country would naturally have the advantage. Very little progress has been made in the construction of metal commercial ships in this country. This has not resulted from the lack of any facilities for construction, as is evident from the eagerness with which contracts are sought to construct metal war-ships for the Government. There are firms in San Francisco who are ready to construct any number of war-ships of iron and steel. They are as ready to construct commercial ships of the same material if there was any strong demand for them.

The report of the Commissioner of Navigation states that ships built abroad are neither better nor cheaper than our own. This statement will surprise many: "The average iron ship, as she sails to-day, has not the durability of the wooden ship which she has displaced; nor does she cost any less, except possibly in England, where wood enough to build her ships could not be grown, and where the poorest iron ship is cheapest made and mostly used. It has frequently been asserted that vessels built of iron would last twice as long as those built of wood. But the facts cited do not seem to support that assumption."

The Commissioner draws his proof from the Register of the Bureau Veritas International for the year 1884. In that book the name of 923 wooden sailing vessels under the American flag are inscribed. There are also the names of 106 iron sailing vessels of all nations. There are also 1,000 steamers, half of which have British registers. When a ship fails to pass inspection her characters forfeited, but the name is retained as long as the ship exists. The average survival period of the different types of vessels is found to be as follows:

their career, instead of growing up to a respected old age, and robbing the public in a legitimate and praiseworthy fashion by promoting finance companies, and inking fixed deposits for three years at 12 per cent. There is no exception the conviction that the modern prevalence of gambling in its many forms is demoralising. It is a curse and unsound industry. It is the source of an inconceivable amount of crime and suffering. People everywhere are taught to despise the old fashioned process of amassing a competence by a lifetime of hard work and all the frugality and self-sacrifice, and to put all their trust in the chance of a lucky transaction in land or shares, or of drawing the winner in a big consultation. The indolent clerk or artisan is apt to become very dissatisfied with his weekly wage when he sees people around him win by the turn of a card in a day more than he could hope to earn by the labour of years. Perhaps he risks his own hard-won savings on the chance that fortune may favour him next time, and so embarks on the perilous voyage that in all but about one case out of ten thousand ends in shipwreck.

Now, our moralist is quite right in declaring that even from a business standpoint it is madness to exchange a certainty for that chance. To say nothing about the moral side of the question, when honest, industry, and thrift can secure to a man a competence for life and the certainty of a restful old age, it is in harder way such realities as a more shadowy possibility of becoming wealthy at one stroke is the act of a fool. But, unfortunately for this argument, there is a defect in the statement of the case. To speak of the choice as being between a certainty on the one hand and a chance on the other is a demonstrable fallacy. Honesty, industry, and thrift—yes, even selfishness—are not in themselves sufficient to ensure success in life. A man possessing all these qualifications in a high degree may starve, while around him the dishonest, the idle, and the improvident are rapidly to wealth and honour. The average wage-earner, however deserving he may be, has no very bright prospect to cheer him on. The opportunities of lifting himself out of the ranks of wage-earners into a position of ease and possible leisure are of rare occurrence. As civilisation advances they become rarer—and the interest legitimately obtainable upon savings is all the while growing less. His chances depend upon his power of becoming possessed by some means of a lump sum of money. With that he may find remunerative investments, he may, if the amount is large enough, bank it, and retire on the interest. It is one way, but not an infallible way.

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(San Francisco Chronicle.)

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Years. Years. Years.  
Average American wood sail ship... 18 530  
Average European iron sail ship.... 18 015  
Average European iron steamship... 10 310  
The next fact of importance is the proportion of tonnage in the different classes which had been expended.

All ages. Percent.  
American wood sail... 15.00  
European iron sail... 17.22  
European iron steam... 15.31  
But of eighteen years, or less, of age the record reads as follows:

Percent.  
American wood sail... 8.0  
European iron sail... 10.0  
European iron steam... 9.5  
It is well known that the British Lloyds insures the hulls and cargoes of iron vessels, at much lower rates than could be obtained on wooden sailing ships. The British policy of iron vessels would naturally be favored. It is in the nature of British protection. According to the authority here cited, the Continental-built iron sailing vessel is a better craft than the British built. That statement upsets the theory that the latter class are the best in the world. American vessels are divided into two classes—one the higher, and the other of the lowest survival. This classification is of interest.—

Duratio n of class survival. Years. Percent.  
American high class wood, sail... 12.63 100.00  
Continental built iron, sail... 12.87 87.92  
British built iron, sail... 16.16 61.70  
American low class wood, sail... 14.42 54.72  
British built iron steamers... 11.17 42.30  
Continental built iron steamers... 10.99 34.41

The most striking period of American-built iron steamers is an end at eleven years, while that of British steamers is six years. The same authority affirms that one American-built steamer costing 21 per cent more to build is the economical match for two steamers built in Europe. But the disadvantage appears in this, that the average ship of the foreign nations with which our own vessels must compete, is able to save at least 35 per cent of every dollar that an American ship would pay for crews, provisions and stores. An instance is cited of British steamer from Hongkong recently discharging a cargo of tea in New York. This ship had a crew of seventeen Chinese sailors that were paid an average of \$8 a month, with food that cost less than half that which is provided for American crews. It appears, therefore, that the disadvantage is not so much on the side of American ships as in the cost of running them.

The recent revival in the construction of large American wooden sailing vessels reverses the theory that the successful days of this class of vessels are over. Owners do not usually construct these vessels at a loss. It is apparent that there is yet to be one more effort to win back commerce with the largest sailing vessels constructed of wood. At the same time it is to be noted that no large ocean steamship is now in process of construction in this country. Even upon the Great Lakes, where both timber and metal are abundant, and where of late, there has been an extraordinary development of the shipbuilding interest, there has been a very large increase in the proportion of metal steamers. The facts cited in support of the comparative value of wooden ship vessels are of practical interest on the Pacific side of the country, where the production of iron and steel is small, and where lumber is abundant, and some of it so good a quality that it is now sent to many of the great maritime cities of the world.—*San Francisco Chronicle.*

(Hongkong Telegraph Office.)

SPECIAL NOTICE.

THE "HONGKONG TELEGRAPH" will be on sale at the Hongkong and Victoria Hotels, opposite the Hongkong Club, and at Pedder's Wharf, EVERY EVENING from 5.30 to 7.30 o'clock.

PRICE ..... TEN CENTS.  
Copies ordered from the Office will be charged the usual rate—25 cents.

Advertisers are reminded that the Hongkong Telegraph has by far the largest circulation of any English newspaper published in the Far East. THIS IS GUARANTEED. Terms on application.

Hongkong, 14th November, 1891. [134]

## Intimations.

### PERFECT FITTING.

### NEW SUITINGS.

### BOOTS AND SHOES.

### COMPLETE OUTFITTERS.

### ST. ANDREW'S BALL.

### HONGKONG RIFLE ASSOCIATION.

### NOTICE.

SPECIAL PRACTICES will be held on SATURDAY, the 21st instant, between 3 and 5 p.m. Proposed Members of the Hongkong Rifle Team in the Interport Rifle Match (fixed for THURSDAY, 26th inst.) are urgently requested to attend.

ED. ROBINSON,  
Acting Hon. Secretary.  
Hongkong, 19th November, 1891. [135]

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### NATIONAL BANK OF CHINA, LIMITED.

### NOTICE.

I hereby give that INTEREST will be charged on all CALLS due on Shares of the NATIONAL BANK OF CHINA, LIMITED, as and from the 16th instant, in accordance with the Articles of Association.

A. B. MCKEAN,  
Acting Chief Manager.  
Hongkong, 16th October, 1891.

**Commercial.**

LATEST QUOTATIONS.  
Hongkong and Shanghai Bank—16½ per cent., prem., sales and buyers.  
The National Bank of China, Ltd.—on £4,10 paid up—7½ per cent. div., sellers.  
The National Bank of China, Ltd.—Founders' shares, \$235 per share, sales and buyers.  
The Bank of China, Japan & the Straits, Ltd.—\$1 per share, sellers.  
The Bank of China, Japan & the Straits Ltd.—Founders' shares, \$130 per share, sellers.  
Chinese Imperial Loan of 1884 H—2½ per cent. premium, sellers.  
Chinese Imperial Loan of 1884 C—2 per cent. premium, buyers.  
Chinese Imperial Loan of 1886 E—14 per cent. premium.  
Union Insurance Society of Canton—\$91 per share, sellers.

China Traders' Insurance Company—\$61 per share, sellers.  
North China Insurance—Tls. 255 per share, sales and buyers.

Canton Insurance Company, Limited—\$106 per share, buyers.  
Yangtze Insurance Association—\$100, buyers.  
On Tai Insurance Company, Limited—Tls. 150 per share.

Hongkong Fire Insurance Company—\$315 per share, sales and sellers.  
China Fire Insurance Company—\$86 per share, buyers.

Hongkong, Canton, and Macao Steamboat Co.—\$34 per share, sales and sellers.  
China and Manilla Steam Ship Company—50 per share, sellers.

Indo-China Steam Navigation Company, Limited—7½ per cent. discount, sellers.  
Douglas Steamship Company—\$36 per share, sales and buyers.

The Steam Launch Co., Limited—nominal.  
Hongkong and Whampoa Dock Company—\$79 per cent. premium, sales and buyers.

Geo. Fenwick & Co., Limited—\$14 per share, sellers.  
Hongkong Hotel Company—\$60 per share, sellers.

Hongkong Hotel Co.'s Six per cent. Debenture—\$101.

The Austin Arms Hotel and Building Company, Limited—\$7 per share, sales and buyers.  
The Park Hotel and Trading Co., Limited—\$3 per share, sellers.

The Shameen Hotel Co., Limited—\$10, sellers.  
Funjum and Sungkie Dua Samantai Mining Co.—\$4 per share, sellers.

The Raub Gold Mining Co., Limited—80 cents per share, sales and sellers.

Invars Mining Co., Limited—\$91 per share, sales and sellers.  
The Balmoral Gold Mining Co., Limited—\$1 per share, nominal.

Tonquin Coal Mining Co.—\$325 per share, sales and buyers.

The Jelebu Mining and Trading Co., Limited—\$4 per share, sellers.

The Selama Tin Mining Co., Limited—40 cents per share, sellers.  
London and Pacific Petroleum Co., Ltd.—\$12, sales and buyers.

China Sugar Refining Company, Limited—\$178 per share, sales and sellers.

Luson-Sugar Refining Company, Limited—\$37 per share, sellers.

A. S. Watson & Co., Limited—\$191 per share, ex div., sellers.

Cruckshank & Co., Limited—nominal.  
Hongkong Dairy Farm Co., Limited—\$7 per share, sellers.

The Kowloon Land Investment Co., Limited—\$10 per share, sales and sellers.  
The Hongkong Land Investment Co., Limited—\$75 per share, sales and sellers.

The West Point Buildings Co., Limited—\$22 per share, sellers.

The Labuk Planting Co., Limited—\$9 per share, sellers.

The China-Borneo Co., Limited—\$10 per share, sellers.

H. G. Brown & Co., Limited—\$40 per share, sellers.

Hongkong and Kowloon Wharf and Godown Company—\$60 per share, buyers.

Hongkong Rope Manufacturing Company—\$102 per share, buyers.

Hongkong Gas Company—\$120 per share, nominal.

Hongkong Ice Company—\$2 per share, sellers.

Hongkong and China Bakery Company, Limited—\$75 per share.

The Hongkong Brick and Cement Co., Limited—\$10 per share, nominal.

The Great Island Cement Co.—\$14 per share, sellers.

The Hongkong Electric Light Co., Limited—\$5 per share, sales and sellers.

The Hongkong Steam Laundry Co., Limited—\$5 per share, nominal.

The Hongkong High-Level Tramway Co., Limited—\$55 per share, sellers.

EXCHANGES.

ON LONDON—Bank, T. T. .... 3½  
Bank Bills, on demand ..... 3½  
Bank Bills, at 4 months' sight ..... 3½  
Credits at 4 months' sight ..... 3½  
Documentary Bills, at 4 months' sight ..... 3½

ON PARIS—  
Bank, Bills, on demand ..... 3½  
Credits, at 4 months' sight ..... 3½  
On India, T. T. .... 2½  
On Demand ..... 2½

ON SHANGHAI—  
Bank, T. T. .... 7½  
Private, to-day's sight ..... 7½

EXPORT CARGO.

Per *Balgic*, str., for Yokohama—3,700 bags

No. 63 bags sugar, and 180 bags merchandise.

For San Francisco—6,208 bags rice, 611 bags

coans, 2-8 bags coffee, 20 bags sugar, 1,35 bags

books not oil, 40 boxes prepared opium, 2,800

books wet dates, 15 cases silk, 50 bags gambles,

25 packages copra, 270 packages tea, and 8,311

bags other merchandise. For Honolulu—120

bags beans, and 660 packages merchandise. For

Chamberlain—21 case silk. For Leibnitz—6

cases silk. For Panama—2 cases silk, and

55 packages merchandise. For New Orleans—5

packages matting. For Chicago—44 packages

merchandise. For New York—17 packages

merchandise. 34 packages matting, 10 cases

silk. 10 cases silk, and 336 bags raw silk.

MAILS EXPRESSED.

THE ENGLISH MAIL.  
The P. & O. S. N. Co.'s steamer *Pohn*, with the next English, left Singapore on the 17th instant at 2:30 p.m., and may be expected here on the 22nd.

THE FRENCH MAIL.  
The Messageries Maritimes' Co.'s steamer *Melbourne*, with the French mail of the 16th instant, left Singapore on the 15th instant at mid-night, and may be expected here to-day.

THE INDIAN MAIL.  
The steamer *Arras*, from Calcutta, left Singapong on the 12th instant, and is due here to-day.

STEAMERS EXPECTED.

The Scottish Oriental Co.'s steamer *Chowft* is due, from Bangkok.

The steamer *Glasse* left Singapore on the 15th instant, and is due here to-day.

The Scottish Oriental Co.'s steamer *Lee Sok* left Bangkok on the 15th instant, and is expected here on the 21st.

The P. & O. S. N. Co.'s steamer *Bombay*, from Bombay, left Singapore at noon on the 18th instant, and may be expected here on the 24th.

The Ocean Steamship Co.'s steamer *Prison* left Singapore on the 16th instant, and is due here on the 22nd.

The China Shippers' Mutual S. N. Co.'s steamer *Ningchow*, from London and Liverpool, passed the Canal the 9th instant.

VESSELS IN DOCK.

Aberdeen Docks—*Kowloon*, *Lightning*, *Lung-tung*, *Delta*, and *Nomas*.

Cosmopolitan Dock—*Ansons*, and *Taichew*.

Shipping.

ARRIVALS.

COSMOPOLITAN, German steamer, 551, W. T. Schaefer, 18th November—Quinsbury 12th Nov., General—Weier & Co.

TRITON, German steamer, 1,323, F. Hegler, 18th Nov.—Samarang 7th Nov., Sugar—Geo. R. Stevens & Co.

FAME, British steamer, 117, Captain McIsaac, 18th Nov.—Government tender.

GLAMORGANSHIRE, British steamer, 17th Nov.—Singapore 1st November, General—Dowell, Carrill & Co.

GLENNSKILL, British steamer, 2,240, R. D. Jones, 18th Nov.—Shanghai 12th Nov., General—Jardine, Matheson & Co.

HAPPIONG, British steamer, 1,122, H. C. A. Harris, 17th Nov.—Foochow 14th Nov., Amoy 14th, and Swatow 16th General—Douglas Laprade & Co.

LIGHTNING, British steamer, 2,124, G. B. Pallett, 2nd Nov.—Calcutta 16th Oct., Penang 1st, Singapore 27th, Opium and General—D. S. S. Co.

MEYKONG, Austrian-Hungarian steamer, 1,828, O. Mills, 16th Nov.—Bombay 24th Oct., and Singapore 8th Nov., General—Austro-Hungarian Lloyd S. N. Co.

NAOMI, British steamer, 863, Goddard, 10th Nov.—Foochow 6th Nov., Amoy 6th, and Swatow 9th General—Douglas Laprade & Co.

PILOT FISH, British steamer, 161, A. Stapanoff, Hongkong and Whampoa Dock Co.

PAKSHAN, British steamer, for Newchwang 10th Nov., Beans and General—Jardine, Matheson & Co.

POLENG, German steamer, 808, H. Hellmers, 17th Nov.—Newchwang 10th, and Chefoo 11th Nov., Beans and General—Melchers & Co.

SOMERSET PHRA NAMO, British steamer, 1,057, R. Jones, 10th Nov.—Bangkok 5th Nov., Rice and General—Yuen Fat Hong.

TALI, German steamer, 82, J. Calender, 15th Nov.—Wuhu 10th Nov., Rice—Meyer & Co.

VENETIA, British steamer, 1,607, T. F. Cooley, 16th Nov.—Bombay 20th Oct., and Singapore 11th Nov.—General—P. & O. S. N. Co.

WYRDEN, British steamer, 2,000, A. Stapanoff, Hongkong 7th November.

CLEARANCES AT THE HARBOUR OFFICE.

TATSONG, British steamer, for Shanghai.

TAIWONG, British steamer, for Swatow, &c.

GLENNSKILL, British steamer, for Singapore, &c.

YIKANG, British steamer, for Amoy, &c.

CHINGFU, British steamer, for Port Darwin, &c.

MYRRIODON, British steamer, for Singapore.

DEPARTURES.

November 19, *Elena Corulich*, Austrian str., for Kobe.

November 19, *Cheang Hye Tong*, British str., for Amoy.

November 19, *Woosung*, British steamer, for Canton.

November 19, *Shihshan*, British steamer, for Swatow, &c.

November 19, *Chow-chow-foo*, German steamer, for Haiphong.

November 19, *Riversdale*, British steamer, for Nagasaki.

November 19, *Tatlong*, British steamer, for Shanghai.

November 19, *Chingfu*, British steamer, for Port Darwin, &c.

November 19, *Myrriodon*, British steamer, for Singapore, &c.

November 19, *Yikang*, British str., for Amoy, &c.

November 19, *Alster*, American cruiser, for Canton.

November 19, *Mary Stewart*, British bark, for Whampoa.

DEPARTED.

Per *Tatlong*, str., for Shanghai—2 Chinese.

Per *Trilis*, str., from Samatrag—3 Chinese.

Per *Coromandel*, str., from Quilon—44 Chinese.

Per *Triumph*, str., from Haiphong, &c.—34 Chinese.

DEPARTED.

Per *Tatlong*, str., for Shanghai—20 Chinese.

Per *Chingfu*, str., for Port Darwin, &c.—10 Chinese.

Per *Myrriodon*, str., for Singapore, &c.—4 European and 62 Chinese.

TO DEPART.

Per *Haiphong*, str., for Swatow, &c.—3 Europeans and 200 Chinese.

Per *Glenesk*, str., for Singapore, &c.—184 Chinese.

REPORTS.

The German steamship *Triumph* reports that she left Haiphong on the 14th instant, and

Hocho on the 17th. Had stormy weather.

The British steamship *Parkside* reports that she left Newchwang on the 13th instant. Had a strong breeze and heavy sea from north-east throughout.

The German steamship *Perthes* reports that she left Samarang on the 9th inst. Experienced a fierce typhoon on the 14th and 15th instant. Lowest reading of barometer 29.22.

The Dutch steamship *Bornes* reports that she left Hocho on the 17th instant. Throughout the passage steamed against very strong north-east monsoon which was accompanied with high seas.

The Hongkong Brick and Cement Co., Limited—\$10 per share, nominal.

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